

AMENDMENTS TO THE CLAIMS

1. (Currently Amended) A method for reducing emissions of common rail fuel system compression ignition engine by without substantial reduction in acceleration, the method comprising running said engine on a fuel comprising a diesel fuel characterized by having a density of about 0.83 g/cc or less, ~~and~~ a viscosity of about 3 cSt or less at 40°C, and a sulfur content of about 0.05 wt% or less.

2. (Currently Amended) The method of claim 1, wherein ~~the diesel fuel is~~ characterized by having a said density of is about 0.825 g/cc or less.

3. (Currently Amended) The method of claim 1, wherein ~~the diesel fuel is~~ characterized by having a said density of is about 0.820 g/cc or less.

4. (Currently Amended) The method of claim 1, wherein ~~the diesel fuel is~~ characterized by having a said viscosity of is about 2.6 cSt or less at 40°C.

5. (Currently Amended) The method of claim 2, wherein ~~the diesel fuel is~~ characterized by having a said viscosity of is about 2.6 cSt or less at 40°C.

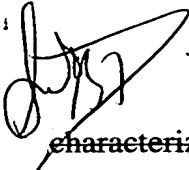
6. (Currently Amended) The method of claim 3, wherein ~~the diesel fuel is~~ characterized by having a said viscosity of is about 2.6 cSt or less at 40°C.


7. (Currently Amended) The method of claim 1, wherein ~~the diesel fuel is~~ characterized by having a said viscosity of is about 2.1 cSt or less at 40°C.

8. (Currently Amended) The method of claim 2, wherein ~~the diesel fuel is~~ characterized by having a said viscosity of is about 2.1 cSt or less at 40°C.

9. (Currently Amended) The method of claim 3, wherein ~~the diesel fuel is~~ characterized by having a said viscosity of is about 2.1 cSt or less at 40°C.

10. (Cancelled)

 11. (Currently Amended) The method of claim 10, wherein ~~the diesel fuel is~~  
~~characterized by having a said sulfur content of~~ is about 0.04 wt% or less.

 12. (Currently Amended) The method of claim 10, wherein ~~the diesel fuel is~~  
~~characterized by having a said sulfur content of~~ is about 0.03 wt% or less.

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